

## A Great Paper and a Great Occasion Commented Upon by Prominent People.

In December The Post printed an edition of sixty pages. This paper attracted a great deal of attention all over the country. Of the 420 columns 225 were taken up by live advertisers. This number of The Post came in the regular order of business. It was not a "special" or "write up" edition, and no additional help from that regularly employed by the paper was engaged for any department of the work.

Mr. Tom Richardson of this city, secretary of the Transmississippi Commercial Congress, sent out copies to the officers of that congress and received a great many replies, some of which are presented below. It is unnecessary to say that The Post appreciates the kindly words said of its efforts.

**From President Standard.**  
Hon. E. O. Standard, president of the Transmississippi Commercial Congress, and also president of the E. O. Standard Milling company of St. Louis, writes: "I am pleased to acknowledge receipt of a copy of the Sunday issue of The Houston Post. There is enough of this for a city of three-quarters of a million. You have a right to be proud of the advancing interests and fortunes of your city and State. If I am alive and well you may expect to see me in Houston at the session of the Transmississippi Commercial Congress, April 17 to 21, inclusive."

**It Was Immense.**  
Hon. E. R. Moses of Great Bend, Kansas, chairman of the executive committee of the Transmississippi Commercial Congress, writes: "The Sunday issue of The Houston Post containing sixty pages of matter is before me. There is no word in the English language which so aptly expresses my opinion of this effort than 'immense.' Certainly Houston is a wise awake city and has a paper of which it has a right to be proud. The congress selected the proper place in which to hold its next meeting, which I know will be the most important in the history of that organization."

**From Postmaster Pitkin.**  
Hon. J. R. G. Pitkin, postmaster of New Orleans, one of the greatest writers on economical subjects in the country, says: "Suffer me to thank you for a copy of the phenomenal issue of The Houston Post. You have abundant reason for elation in equal to such a presentation."

**Highly Creditable.**  
Prof. S. Waterhouse, president of Washington university, St. Louis, Mo., one of the leading educators of America, and a gentleman whose papers have been especially appreciated at the different meetings of the Transmississippi Commercial Congress, writes as follows: "I have accepted my thanks for a copy of The Houston Post. Such an edition is highly creditable to the editorial ability of The Post and to the mercantile enterprise of Houston. The articles on invention and science are as instructive as they are interesting. The success of the paper attests the business prosperity of the community which sustains it. The array of statistics is convincing proof of the surprising rapidity of growth of Houston. I hope within a few months to enjoy the hospitality of your city, and to see with my own eyes the impressive evidences of its industrial greatness."

**A Great Paper.**  
Hon. S. A. Fellows, one of the most popular public men in the State of Kansas, and vice president of the Transmississippi Commercial Congress for that enterprising State, puts his opinion of The Post and Houston in the following words: "The sixty page edition of The Houston Post speaks volumes for the enterprise and energy of Houston, and shows the capacity of a modern American newspaper. I anticipate with especial pleasure an attendance upon the Transmississippi Commercial Congress next April, at which time I not only hope to get acquainted with the gentlemen who handle a great paper like The Post, but other citizens of Houston."

**A Credit to Any City.**  
Hon. S. A. Williams of Fort Smith, Kan., vice president of the Transmississippi Commercial Congress for his State, and the active secretary of the Fort Smith commercial league, says: "I have just received the mammoth issue of The Houston Post. It is certainly a credit to any city, even New York. It shows a right to feel proud of your home town. The paper is an indication of the push, energy and public spirit of Houston. It proves that your city possesses those qualifications which have never failed to build great cities. In the hands of such people an undertaking like the Transmississippi Commercial Congress will undoubtedly prove a great success, not only as a wonderful gathering in a live town, which it will be, but a commercial enterprise of benefit to every important measure brought before the congress."

**Houston's Enterprise Illustrated.**  
The Rocky Mountain News of Denver gave this issue of The Post the following comprehensive and complimentary editorial notice: "There can be no better representative of an enterprising city than this leading newspaper, especially when the newspaper has a live management. The most recent illustration of the fact is a special edition of The Houston Post which contained sixty pages of live advertisements. The columns devoted to printed and illustrated matter and 220 columns to advertising. Houston has less than 100,000 inhabitants, and that such a newspaper issue is possible is ample demonstration not only of the liberal enterprise of her merchants and business men, but of the energetic character of The Post management. This explains why within the past decade Houston has made such rapid strides as a commercial, manufacturing and railroad center. When the project that it now has as earnestly in view, which is the deepening of the Buffalo bayou so as to permit the passage of sea-going vessels, is accomplished, Houston will assume an importance as a commercial metropolis that the whole Southwest will recognize, and to which the Rocky Mountain country will in no small measure contribute. In this

edition considerable space is devoted to the Transmississippi Commercial Congress which meets in that city April 17-21, inclusive, and which the citizens of Houston are already preparing to entertain in the most royal manner. Excursions and receptions even now contemplated threaten to interfere with the practical business of the congress.

**A Large Undertaking.**  
The Pueblo (Colo.) Chiefly writes: "Readers of The Houston Daily Post had quite a task on their hands on Sunday, December 10, if they undertook to read the edition of that day in its entirety. It was the largest paper ever issued in Texas and contained sixty pages. There were 420 columns, 225 of which were devoted to advertising. The general make-up of the paper is most excellent and in harmony with the enterprising spirit which carried through so large an undertaking. The Post is proud of the edition and of the city which calls for a paper of such magnitude."

**Advantages of Gulf Ports.**  
Mr. J. W. McNeal, senior member of the Oklahoma executive committee and president of the Guthrie National bank, writes the following interesting and meaty letter. Mr. McNeal says some things that would be well for local readers, as well as those at a distance, to remember. His letter is in fact one of the strongest arguments ever made in favor of the deepening of Buffalo bayou.

"I have your recent favor and in reply I have to state that I am too busy to take time to write any extended letters on the subject of the importance of the Transmississippi Commercial Congress for Oklahoma. I have a dislike, as you are an expert, to people who are thoroughly advised as to the advantages to our commercial interests by having several Gulf ports through which our immense crops of wheat, corn, oats, cotton, sugar beans, cattle, hogs and horses could be exported to foreign markets. Before these Gulf ports can be all they ought to be, we must have an isthmus canal which will connect the Gulf of Mexico with the commercial city of the world. Houston is situated almost in the south-center of that vast agricultural country lying far to the west of cities like Chicago and St. Louis, where there are some advantages from water transportation. You may not have noticed that Port Arthur is in round numbers 360 miles east of the line directly south of Guthrie; Galveston 170 miles; and Houston thirty-five miles. We are nearer Houston than either Chicago or St. Louis, while there is but little difference between the distance from Guthrie to Kansas City and from Guthrie to Houston. We are almost in the exact center of what was formerly known as the Indian Territory, which is now included in what is known as Oklahoma and the present Territory. Probably a carefully selected estimate would show that Oklahoma, which is near one-half the area of the original Indian Territory, last year produced 20,000,000 bushels of wheat, 50,000,000 bushels of corn, perhaps 5,000,000 bushels of oats, 150,000 tons of cotton, and we will feed about 100,000 head of cattle and about the same number of hogs. The great advantage Houston would have over the port-points now used as harbors, would be the security from damage to shipping by wind and waves. It is feasible to construct a waterway for the large ocean vessels from Houston to the Gulf, her advantages by reason of her elevation above the sea level would secure her against what would make her a Baltimore of the Gulf coast. I am convinced that the April meeting will be more largely attended than any congress yet held. I assure you that I will co-operate with you and your people in every way possible to make your meeting a big success. We, in this land of cotton and corn and as many export cities as possible and we want a ship canal across the isthmus. I won't stop until we succeed in getting it."

**Will Bring Thousands.**  
Hon. Ed. T. Hackney of Wellington, Kan., one of the brightest and most promising young public men of the Sunflower State, was a delegate to the Transmississippi Commercial Congress at Wichita. In a recent letter Mr. Hackney says: "I want to congratulate you as well as Houston and the entire West upon the location of the next Transmississippi Commercial Congress in your beautiful and energetic city. The great, and in fact the only hope for the emancipation of the great West from the transportation bondage that now absorbs all our profits is the opening of the Gulf ports to our grain and products. We can not afford to much longer duty nature. We must seek the shortest and best route. I had the pleasure several years ago, as a member of the Kansas legislative committee on Gulf routes and rates, to visit your magnificent city and to investigate the advantages it has to offer. I am sure nothing will so clearly up the commercial atmosphere and make plain the trade advantages of shipment to the Gulf ports as will a visit to your city. I rejoice that this congress will bring thousands of shippers and producers from the West to your city and will make them cognizant of your splendid facilities for receiving and handling their products, and I am sure their visit will be followed by at least five years of the coming of the millennium when all our products will seek the shortest possible route to tide water, and the goods we use will be taxed for only the shortest possible land haul. Men—the keen, energetic business men of Kansas and the West—must be convinced of the value of Gulf transportation if they once get a fair understanding of the problem, such as a visit to your city will give. I do sincerely wish that every Kansas shipper, the difference in what he could attend the congress. I am sure it would be an inevitable financial advantage to our great State of Kansas, as well as Texas, her splendid neighbor."

**Influence of This Congress.**  
Hon. Arthur S. Goetz, executive committee man from New Mexico and general manager of the Pecos Valley Beet Sugar company, one of the most active workers in the Transmississippi Commercial Congress, and a thoroughly representative Western business man, writes as follows: "In regard to the Transmississippi Commercial Congress, I have had the pleasure to attend the past two sessions and to attend the next one, which will convene in your enterprising city April 17 to 21, and further, will cheerfully do all I can to make it a success and thus endeavor to keep up the good reputation heretofore enjoyed by the congress. I believe you will agree with me that the dele-

gates to our congress are a splendid representation of the business men and business interests of the Transmississippi region, that the members exercise great care in their deliberations on the subjects discussed and all the actions taken by them received the most careful thought and attention.

"The influence of this congress is certainly of benefit to our country, especially to the Transmississippi region, and in fact, so important has it become that prominent business men of the Eastern States are knocking at our door for admission. 'I hope that the present movement to make the congress a permanent organization, with funds at its disposal to better enable it to carry on its good work, will meet with success. Certainly every good business man should encourage it, and the governors, commercial clubs and other business organizations should not fail to fall in line and do their utmost to add to the strength and importance of this commercial body.'"

**Nevada Will Attend.**  
Colonel B. H. Maxson of Reno, vice president for Nevada of the Transmississippi Commercial Congress, and one of the most active workers in that State, says among other things in a recent letter: "From marked copies of The Houston Post which have been kindly sent me, there is a local interest, exhibited which proves that we made no mistake in choosing Houston as the next place for the meeting of the Transmississippi Commercial Congress. Continuing upon the executive committee from Nevada, Colonel Maxson says: 'Mr. C. D. Van Duzer of Colorado is the editor of a live newspaper and I know he will help along in adding interest to the next meeting of the congress. Mr. John Sparks of Reno, the other executive committee man, is one of the largest cattlemen in the West. Colonel Maxson concluded his interesting letter as follows: 'I will endeavor at the earliest possible moment to send you a letter for publication, and shall certainly be present at the meeting to be held in Houston in April, as I am desirous of renewing my acquaintance with your people and especially the able delegation which represented your State at Wichita. It will be my aim to have a larger delegation present than represented Nevada at the meeting in Kansas. I shall be glad to receive copies of your very interesting newspaper, as I wish to be fully advised. You can depend upon me keeping the matter before the people of this State.'"

**Full Delegation from Idaho.**  
Mr. C. J. Bassett, State commissioner of immigration for the State of Idaho, has been interviewed at considerable length by the House Statesman since his return from the Wichita meeting of the Transmississippi Commercial Congress. Mr. Bassett advises the people of his State that Idaho will have a full delegation at the meeting of the congress to be held in Houston in April, 1900, that there will be an opportunity to secure a meeting of the congress, he says that such a meeting will be worth a great deal to Idaho in the way of immigration, and then tells of the great growth of Oklahoma during the last six years. Commissioner Bassett says that the delegation from Idaho, speaking of the different subjects, expressed me because of its thorough representative character was that which came from Houston, Texas. There were a number of ladies in the delegation and they served to give it no little tone."

**They Will Attend.**  
Mr. C. F. Cooley, secretary and manager of the Business Men's League of Hot Springs, Ark., expects to prepare an article upon his return upon the advisability of the people of the Transmississippi country supporting their own health resorts. Mr. Cooley will be in Houston at the meeting of the Transmississippi Commercial Congress next year.

Hon. John E. Frost of Topeka, Kan., says in a recent letter: "Please accept my thanks for late copies of The Houston Post. I very much appreciate the fact that you will bring a large delegation of Transmississippi Commercial Congress at Wichita next year, and it will give me great pleasure to be present."

Hon. H. C. Keeling of Caldwell, Kan., in a letter says: "I will certainly attend the next meeting of the Transmississippi Commercial Congress, and I will be a good delegation from this State, which is on the border between Kansas and Oklahoma, in the center of the best wheat growing section of America." In his letter Keeling encloses a clipping of the Transmississippi Commercial Congress, which is an ideal city and located in the heart of the wheat belt. He says: "Houston is an ideal city and located in the heart of the wheat belt. She has superior advantages over any city in the South as a great commercial and maritime center."

**To Push the Good Work.**  
Hon. M. Well, senior member of the executive committee of the congress from the State of Nebraska is a delightful correspondent, judging from the following brief but entertaining letter: "Your favor of recent date and also several marked copies of The Houston Post have reached me all right, but have found me exceedingly busy, or else I should have acknowledged receipt of them sooner, and after having met so many of your delegates at the Wichita convention I could not help but feel that I am almost at home with the Texas people, and will be more than anxious to renew my acquaintance at the next meeting to be held in your city, and if nothing returns up to prevent me from so doing, I shall surely be with you promptly on time amongst the first ones and remain over until the last one is gone—not only to set among the active members of this congress and push the good work, but also I have due me from the Texas ladies that attended the Wichita convention a number of macaroons and other Texas delicacies."

"Hoping that the next congress will be as successful as the last one was, and with kindest regards, I remain, etc. etc."

### PERSONAL MENTION.

Adam Clay left last night for New York. H. Hirsch of Beaumont is at the Lawler. Mark L. Goodwin left last night for Austin. Gerardo Waldo went to San Antonio last night. Mrs. E. Hall of Victoria is a guest at the Lawler. Wood of Dallas is domiciled at the Capitol. W. H. Hopper of Dallas is stopping at the Capitol. W. A. Fletcher of Beaumont is at the Capitol. Will Lyons of St. Louis is registered at the Hutchins. S. H. Asher of Dallas is at arrival at the Hutchins. J. E. Johnson of Waco is registered at the Lawler. E. L. Haskins of Lampasas is registered at the Lawler. Charles Smith of La Porte is registered at the Capitol. L. H. Bryan of Angleton is an arrival at the Hutchins. G. W. Miller of Navasota is registered at the Hutchins. B. A. Fletcher of Beaumont is a guest at the Hutchins. Mr. J. J. Johnson of Beaumont is stopping at the Hutchins. Sheriff Nunn of Brazos county was in the city yesterday. Mrs. J. T. Brooks of San Antonio is stopping at the Lawler. Mrs. J. J. Johnson of Beaumont is stopping at the Capitol. A. A. Whitaker of Galveston is among the guests at the Capitol. W. S. Moore of Jackson, Mich., is at the Hutchins. D. A. Paulin and daughter of Hallettsville are stopping at the Hutchins. H. C. Sherrod of Galveston was in the city yesterday, a guest at the Capitol. Mrs. H. J. Moss of Hallettsville is here on a visit to her sister, Mrs. R. Otto. Mr. J. E. Jones of Galveston was on a visit to friends in Houston yesterday. Mr. and Mrs. E. J. Gehan of Galveston spent Sunday in the city relatives. H. C. Prechelt of Huntsville was in the city yesterday, a guest at the Capitol. J. C. Hathaway, Jr., and wife, of Ottawa, Ill., were guests yesterday at the Bristol. Mr. J. A. Foley of Foley Bros. left last night for New York and other Eastern markets. Miss Mamie and Mattie Grogan are the guests of Mrs. Sydney Cox Beckham this week. Charles A. Palmer and wife of Algona, Iowa, are visiting relatives and friends in the city. Mrs. Edwin Tallaferrero, with her three little children, is in the city visiting her parents, Mr. and Mrs. W. M. Mitchell. James E. Hill, S. J. Johnson, Mrs. L. A. McKennon and Miss Jennie Rose of Livingston are guests at the Lawler. G. C. Felton, State superintendent of the Western Union Telegraph company, was in the city yesterday, a guest at the Lawler. Mr. and Mrs. James P. Grogan will leave tonight for New Orleans, where they will spend the week. W. W. Wilson of Beaumont, assistant general manager of the Gulf, Beaumont and Texas City railway, spent Sunday in Houston. Mr. George Dunlop of Richmond came in last night to attend the funeral of his sister, Mrs. J. J. Johnson, which will occur this morning at 10 o'clock. Mr. and Mrs. C. C. Greenleaf of Wausau, Wis., arrived yesterday, and are located at the Bristol. F. A. Murphy, a Chicago contractor, who has been the guest of his sister, Mrs. John White, and who is in the city, will leave this morning for his home.

### CITY BRIEVES.

The city council will meet this afternoon in regular session. Robert E. Lee chapter, Daughters of the Confederacy, will have an important meeting at 10:30 o'clock this morning at the city hall. In the report of the names in yesterday's issue of the newly-elected directors of the Houston Gas Light company the name of T. H. Smith was inadvertently omitted. The Home Mission society of the Shearn Methodist church will meet at 2 o'clock this afternoon to make arrangements for the religious service given Mr. and Mrs. Solomon Thursday night. The city council will meet this afternoon in regular session. Robert E. Lee chapter, Daughters of the Confederacy, will have an important meeting at 10:30 o'clock this morning at the city hall. In the report of the names in yesterday's issue of the newly-elected directors of the Houston Gas Light company the name of T. H. Smith was inadvertently omitted. The Home Mission society of the Shearn Methodist church will meet at 2 o'clock this afternoon to make arrangements for the religious service given Mr. and Mrs. Solomon Thursday night. The city council will meet this afternoon in regular session. Robert E. Lee chapter, Daughters of the Confederacy, will have an important meeting at 10:30 o'clock this morning at the city hall. In the report of the names in yesterday's issue of the newly-elected directors of the Houston Gas Light company the name of T. H. Smith was inadvertently omitted. The Home Mission society of the Shearn Methodist church will meet at 2 o'clock this afternoon to make arrangements for the religious service given Mr. and Mrs. Solomon Thursday night.

### NOT BROUGHT IN SECRETLY.

Dr. Hunt Says Willowdene Cargo Came In on Permit.  
Dr. W. F. Blunt, State health officer, was in the city last night en route to Austin from Navasota. Speaking of the Willowdene's cargo of coffee, mention of which was made in the telegraphic dispatches of yesterday's Post, Dr. Blunt said to a reporter: "It is not a fact that the cargo of coffee from the Willowdene was brought surreptitiously to Galveston from New Orleans by rail. It was brought on a written permit issued by me to the consignees of the vessel. The permit stipulated, however, that the coffee must be handled in a fumigated in the same manner in which coffee coming from infected ports is treated for delivery at New Orleans. The New Orleans dispatch was far from stating that the coffee was brought in a fumigated in the same manner in which coffee coming from infected ports is treated for delivery at New Orleans. The danger of infection in such cases usually arises from allowing the vessel to land. If the cargo is properly fumigated it is no danger of infection from it when shipped by rail to interior points."

Dr. Blunt has just returned from Grimes county, where he went to investigate reported cases of smallpox. He found several cases of the disease, but the county authorities had taken the situation in hand and were doing all possible to prevent its spread.

**Mrs. Arena Trammell.**  
Mrs. Arena Trammell, wife of E. T. Trammell, died at 10:40 last night at the family residence, 1807 Conti street, after a week's illness. Mrs. Trammell was 32 years of age. Four children are left motherless by her death and a husband is deprived of a loving and faithful companion, and to these and many friends her death was a sad end to a life spent in devotion to others. The remains are being held for the arrival of Mrs. Trammell's father, who lives at Jackson Gap, Ala. He is expected to arrive tonight.

**Mercellaneous Champagne Figures.**  
108,302 cases of G. H. Munson's Extra Dry were imported in 1899, being 72,483 cases more than any other brand. Carried on an immense stock of choicest wines. His quality will always be maintained. His advantage now imported is exceptionally

## SOME GREAT DISASTERS

That Have Befallen Vessels Between Houston and Galveston on the Bayou.

### REMOVAL OF THE WRECK OF THE WACO

Causes a Seafarer to Become Reminiscent Concerning Some Notable Disasters.

On the recent trip of the Left Handed Fishing club the club took on board at Mexican Point an old seafarer, whose only name the reporter ever learned was "Barney," to pilot them across the bay and up through the treacherous mouth of the Trinity river. As the little steam craft Richmond gracefully danced over the wavelets of Galveston bay with its prow pointed toward the point where the old Trinity disembarked; and in the gleaming of the evening, as Barney sat at the helm with his pipe in his mouth, a typical Jack Tar, the reporter for The Post, who was one of the party, engaged the old salt in conversation and found that he was full of interesting reminiscences regarding accidents and disasters that had occurred in the Buffalo bayou and Galveston bay, covering a period dating back more than a half century, not that Barney had been actively engaged in boating on the bayou during that length of time, but the stories he tells have been treasured in his memory and are given about as he related them. The present work of the government in removing the wreck of the Waco was the theme that started Barney on his story of disasters.

"I remember that fearful disaster of the burning of the Waco," said Barney, as he blew from his pipe a whiff of curling smoke that was caught up by the veering wind. "It was on the evening of Monday, November 8, 1875, the steamship City of Waco, from New York, arrived at the outer roadstead. You can almost see the very spot from your lighthouse, and as it was blowing hard, and there was a heavy sea running on the bar, came to anchor in a fleet of twenty-five vessels, intending to go into Galveston the next morning. She was spoken by the pilot boat Balise, and Captain Thomas Wolf, a pilot, put on board. About 1 o'clock the vessel suddenly began to enveloped in flames and burned to the water's edge, when she sunk. Every soul on board perished, including pilot, officers, crew and passengers, and the only body ever found was that of Pilot Wolf. In consequence of the heavy sea running the vessel near the burning steamer were powerless and could render no assistance whatever. About sixty persons perished in the disaster. The cause of the fire will never be known, but it was the time that the steamer had been struck by lightning and as she had a deckload of 200 cases of kerosene oil that she was immediately enveloped in flames from stem to stern."

"These waters have been the scene of some terrible disasters to steam vessels during the past fifty years," said Barney, as he took another turn on the wheel, and Chief Coyle, who was sitting near heard a sigh and began to inspect the supply of life preservers on the little craft Richmond, as he recalled the fact that Captain Jack Fish (Jerry Mitchell) had declined to make the trip because he did not want to be about the burning of the Waco."

"Yes," continued Captain Barney. "I've frequently heard the story told of the first steamboat explosion that occurred between Houston and Galveston. It was in the days of the Republic, when old Ashbel Smith, who lived on the hill over yonder (pointing toward the mainland), was an extraordinary and minister plenipotentiary to the court of St. James, and he had representatives of the principal European governments at our own capital, that the steamboat Albert Gallatin, named in honor of the distinguished public man of the day, was one of the favorite boats between Galveston and Houston. On the morning of Monday, December 19, 1841, this craft exploded and while on the trip from Houston and within six miles of her destination, killing five persons and wounding many. The steamboat Dayton, commanded by Captain John H. Sterrett, immediately proceeded to the scene of the disaster and rendered every possible assistance to the survivors. Captain Sterrett afterward commanded a number of steamboats that plied between Houston and Galveston in the good old days when steamboating was at the zenith of popularity."

"During the night of March 26, 1853," continued Barney. "The steamboat Farmer, Captain Webb, and the steamer Neptune, both considered crack boats at the time, were engaged in racing from Houston to Galveston. The excitement incident to a steamboat race suddenly culminated at a point about ten miles distant from Galveston, when the Farmer's boiler exploded and completely wrecked the steamer. There were forty or fifty passengers on board the steamer at the time of the disaster. The Neptune immediately made a total stoppage, and Captain Webb of the Farmer and thirteen of the passengers and crew lost their lives by the disaster. The Neptune immediately surrounded and carried the survivors and such property as could be rescued to Galveston."

"That was quite near where we are, wasn't it, Barney?" queried the reporter. "Yes, only about three miles from where we are now steaming."

At this Mr. Tom Goggin pulled the collar of his ulster close around his ears, and remarking that he felt a cold sensation running up and down his spine, moved over toward the keel that had been freshly tapped, while Barney continued his reminiscences as follows: "A few minutes after 1 o'clock on the morning of May 31, 1857, the steamboat Louisiana, Captain Henry Shippe, from Indiana for Galveston, was discovered to be on fire when about five miles from Galveston. As soon as Captain Shippe ascertained that it would be impossible to quench the flames he ordered the ship to be headed for the shore, and attempted to beach her. Before this could be accomplished the engineers had been driven from their posts and every one attempted to save themselves as best they might. In the confusion generally incident to such calamities, one of the lifeboats was burned before it could be launched, and another was dashed to pieces against the side of the steamer. The third boat, in which was Mr. George W. Grover, was safely launched, and landed its freight on the beach near the end of the island. The remainder of the passengers being driven from the vessel by the flames precipitated themselves into the Gulf, and to such pieces of timber and furniture as had been thrown overboard. As the boat was dispatched to Galveston the disaster, and were instrumental in saving many lives. The Louisiana burnt

to the water's edge, and then sank in twelve fathoms of water, about thirty miles from where we are. The number of lives lost was thirty-five."

"What's the depth of water here, captain?" inquired Captain Sam Ashe, as he pushed over a stack of red, white and blue chips to Captain John Rosealer, saying: "Please cash them in, John. I don't think I'll play any more," and he went back to talk with the engineer, leaving Barney to continue his stories.

Between 12 and 1 o'clock on the night of September 12, 1860, the steamboat Bayou City, from Galveston to Houston, without warning exploded her boilers when within a few miles of Lynchburg. The first engineer had just come forward and was scolding the firemen for not getting a fresh steam, when the explosion occurred. There were some sixty passengers on board at the time, and the total loss of life was twelve. The steamer Mary Hill was near at the time of the accident and rescued a number of people. The hull of the Bayou City was but slightly damaged, and she was afterwards repaired, being used as a Confederate gunboat during the war, and as such boarded and captured the United States man-of-war Harriet Lane in Galveston harbor January 1, 1863."

"All of you remember the foundering of the Varuna," said Barney, as he looked quizzically at the crowd, all of whom were non manifesting signs of uneasiness, and Mr. Conway was noticed to pull a little book from his pocket, which was subsequently discovered to be a prayer book, but it showed very little signs of use. "It was on October 15, 1870," continued Barney, "that the steamship Varuna, of the Mallory line, under command of Captain Spencer, left New York for Galveston with thirty-six cabin passengers. Up to the morning of the 20th the vessel had due weather and a smooth passage. A gale then began to blow, and increased in violence until night, when it became a hurricane, the steamer at this time being off the coast of Florida. All went well, however, until 8 o'clock, when the wind veered suddenly to the southwest and the ship became unmanageable, having a list to port. The seas then rushed aboard, staying in the bulwarks and cabin doors and all the passengers were thrown overboard. Many took a minute. Attempts were made to get the steamer off before the wind, and all the steam possible was turned on; efforts were also made to secure the cabin door, but all proved fruitless. A crew of twenty-five vessels, intending to go into Galveston the next morning, saw the wreck and succeeded in making the Florida coast near Jupiter light. Two were drowned in the surf and four were saved. The remainder of the officers, the crew and all the passengers were rescued by the ill-fated ship. Among the latter were a number of the best citizens of Galveston, and upon receipt of the news of the disaster the city was draped in mourning. Forty-five lives were lost by this disaster."

"Right over yonder," said Barney, pointing over towards the mouth of Cedar bayou, "the steamboat Hall went down. It was on Monday, October 1, 1871, the steamer Hall, commanded by R. H. Hall, Captain Leclair, which had been engaged in transporting brick from Cedar bayou to Galveston, was overtaken by a storm near Cedar point, and went down before the gale. All hands were lost except a Scandinavian sailor named Jacobson, who managed to cling to a piece of the wreck, and was cast ashore in an almost insensible condition."

"At 5 o'clock Tuesday morning, February 14, 1873, the sternwheel steamer Henry A. Jones, Captain Blackman, master, from Houston, with 145 bales of cotton and a barge in tow loaded with wood suddenly caught fire some three miles north of Red Bluff, just over the Texas line, and burned to the water's edge and sunk in a very short time. Twenty-three persons lost their lives, among them the two clerks and the engineer of the boat. The origin of the flames is not known, but at the time it was thought to have been caused by a giving way of the fire wall. The steamer Charles Fowler, under command of Captain Pat Christian, which was some twenty miles distant when the fire occurred, rescued the survivors. The disaster occurred in an hour and twenty minutes, but only succeeded in saving two men, who were found clinging to the wheel of the Jones."

About this time the Richmond was nearing the bulkhead at the mouth of the Trinity and as all of Barney's energies had to be devoted to steering clear of the logs that had lodged in the mouth of the stream, his gruesome reminiscences came out about much to the delight of the crowd, who heard the school at Jarvisville was reached, and the little and graceful form of Uncle Dan McGary hove in sight, as he stood waiting upon the wharf to receive his visitors with outstretched arms."

### THE DRAINAGE CONVENTION.

IT WILL BE HELD IN THIS CITY TOMORROW AT CITY HALL.

The delegates that have been appointed to attend it from different organizations.

The South Texas drainage convention, which held a preliminary meeting recently at Alvin, and adjourned to meet at Houston, will convene here tomorrow morning at 10 o'clock, the meeting to be held in the city hall.

The following are some of the delegates appointed to this convention: By the city of Houston: F. W. Heitmann, Charles L. Bering, C. C. Street, B. A. Resner, E. H. Vassner, Frank C. Colby, E. R. Spotts, J. Charlton, H. W. Downey and W. B. Bailey. By the chamber of commerce of Galveston: J. R. Cheek, C. Nicolini, L. V. Elder, James S. Davis, J. S. Montgomery, W. F. Fritter, George W. Doh, John Adriance, George Seeligen and George E. Mann.

By the Business League of Houston: G. J. Palmer, John McCallan, W. H. Stuart, W. B. Slosson, W. B. Pasco, James Hirsch, E. A. Peden, Theo. Hirsch, J. Charles B. Peck and Tom Richardson. By the Houston Cotton Exchange: Jess. Bute, H. W. Cortes, Wm. Donovan, H. M. Johnston, H. T. Keller, W. L. Macatee, C. H. Miller, N. L. Mills, H. R. Rice and K. H. Buer. By Harris county: E. W. Cave, L. J. C. Sellers, G. L. Porter, C. H. Millie, F. W. Hudson and H. T. D. Wilson. By the Houston Manufacturing association: T. E. Q. Rust, H. W. Lottman, H. H. Toffe, Henry Oliver, James H. Palmer, L. L. Tonking, J. P. Scholer, Frank Arlin, James McLaughlin, E. C. Crawford. By the South Texas Hay Association: W. P. Messer, Bonney, Guy Johnston, Pearland, El Lacey, Fordland, J. P. Hollings, El Campo, and C. P. Collins, Alvin.

### Residence Damaged.

The house at 1204 La Branch street, owned by Mrs. George Mitchell and occu-



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G. W. BALDWIN, 503 Main Street.

plied by W. B. Irvine, was damaged to the extent of \$150 by fire last night, but it was not been for the remarkably quick work of the boys from station No. 5 the building and furniture would have been entirely lost. The fire started in the kitchen and was kept confined to that part of the building. The house was the country's part of which were damaged.

Foster's Local Forecasts.  
The storm waves will reach this morning and the other changes will occur within 100 miles of Houston within twenty-four hours of 8 p. m. of the day given below.

January 23—Changeable.  
January 24—Cooler.  
January 25—Cooler.  
January 26—Cold.  
January 27—Cold.

Y. M. H. S. Danet.  
At a special meeting of the Young Men's Hebrew society, held yesterday afternoon, arrangements were perfected for giving their initial dance, which will take place next Sunday night at their hall, 1204 La Branch street and Franklin street. The committee necessary to the success of the dance were formed and a good time is assured. The club button has been designed with the next work shown on the face thereof.